Main reasons for the losses of Indian Airlines are

(1) Grounding of A-320 aircraft for a long period during 1990-91,

(2) Exchange rate fluctuations;

(3) Increase in the price of Aviation Turbine Fuel;

(4) Agitation/Strike by pilots from October, 1992 to January, 1993.

Vayudoot has been operating mainly on uneconomic routes and aircraft and hence it has been incurring losses from year to year.

(b) While Indian Airlines has no problems of spares at present, Vayudoot continues to have problems on this account due to paucity of funds. Attempts are being made to overcome this.

(c) There is a wide variation in the nature of activities and contracting practices followed by different airlines in the world, it is, therefore, difficult to present any meaningful comparison.

(d) All routes operated by Air India have shown cash profit. So far as Indian Airlines is concerned, services in the north-Eastern sector Jammu and Kashmir sector, Andaman-Nicobar sector are showing recurrent loss. Operations of Vaydoot are by and large uneconomical.

Merger of IA, AI and Vayudoot

1389. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are contemplating merger of Indian Airlines, Air India and Vayudoot; and

(b) if so, when the merger is likely to take place?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) It has been decided to merge Vayudoot with Indian Airlines but not to merge of all the three at present.

Merger of NAA and IAAI

1390. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government is proposing to merge the National Airports Authority with International Airports Authority of India;

(b) if so, what are the reasons for this merger; and

(c) when it is likely to be completed?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Yes, Sir. The reasons are as follows:—

(i) better coordination by a single authority.

(ii) optimal utilisation of resources to promote integrated development of airports infrastructure in all aspects including Air Traffic Control and Communication Systems.

(iii) generation of larger resources through integrated management by a single authority.

(iv) Better utilisation of expertise in airport design, planning and pooling of management resources for improved efficiency.

(c) A Bill to bring about the merger is expected to be presented to the Parliament in the current Session.

Non-NRI Tourists

1391. SHRI ANANTRAM JAISWAL: SHRI ISH DUTT YADAV: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what was the number of non-NRI tourists who visited India during 1990-91 and 1991-92 from the countries other than SAARC region; and

(b) what is the estimated foreign exchange brought into India by them during their visit?